

# Makes Old Age Vigorous

Paine's Celery Compound the Greatest Nerve Tonic.

Paine's Celery Compound is the greatest nerve tonic ever given to the world. It is particularly effective when the system is gradually wasting away in old age, and when each separate organ is predisposed to degeneration.

Paine's Celery Compound renders a vigorous old age possible. It keeps the nervous system in a normal condition of health; it keeps the digestive organs in perfect condition; it keeps the liver and kidneys active and in perfect health; it nourishes nerve fibres, as well as muscle fibres and other tissues; it keeps the nerve force strong; it aids digestion; it makes rich, pure blood and gives strength and health to those in whom the energies of the human body have begun to wane.

In the treatment of the infirmities common to old age, Paine's Celery Compound is the world's greatest remedy. William P. Snowden and his family were the first white settlers of the town that is now the city of Omaha. He has had a long and eventful life. His trade was that of a brickmaker. He fought with the army of the North from 1861 to 1864. He had previously seen service in the Mexican War in the forties. He has held many local offices of trust, and there is no better known man in Nebraska today.

"It gives me great pleasure," he wrote in a letter on October 11 last, "to attest the good qualities of Paine's Celery Compound. I have used it for years, and it has never failed to help me. While I am perhaps the oldest resident of this city, I am in good health. I have never found it necessary to take any other medicine."

Nothing has ever approached Paine's Celery Compound in its power of building up weakened nerve tissue and giving strength to the tired body. In severe cases of persistent headaches, dyspepsia, neuralgia and sleeplessness, due to nervous feebleness, Paine's Celery Compound has a record of rapid and lasting cures that embraces every city and town in the wide sweep of the United States.

Mrs. Emily Hyde Grinnell, at the age of 69 years, writes to the proprietors of Paine's Celery Compound:

"I can recommend Paine's Celery Compound to every one. It has been my health preserver during the last few years. Few women, even though much younger than I, enjoy as good health, for my appetite is natural, my sleep refreshing, and I can walk quite a distance without feeling tired. People are



surprised at my vigorous appearance and activity, which I believe is the result of my using Paine's Celery Compound. It is a great help to me, and I hope every old person will use it and be saved sickness and suffering. Give the nerves a chance to recover, and the entire body will regain its health and strength. Paine's Celery Compound is nature's food for the nerves.

## AN INSURANCE SOLICITOR

will tell you that insurance may pay for, BUT CANNOT REPLACE, articles having more than a mere monetary value. In our vaults the security is absolute.

The cost is nominal.  
Use Missouri Safe Deposit Vaults,  
Equitable Bldg., 6th and Locust.  
Ground Floor.

## EXPERTS GIVE VIEWS ON AIRSHIP RULES.

Major Trollope Favors Handicapping, and Herr Silberer Says Cars Should Be Uniform.

Responses to inquiries made by the World's Fair Aerial Navigation Committee for expert suggestions regarding the rules which shall govern the contest of airships at the Exposition are being received at the general offices. Chief William A. Smith of the Department of Transportation is visiting American scientists in the East to gather their views. The accumulated data will be drawn upon by the Aerial Committee in the formulation of the rules. Major F. C. Trollope of the Aero Club of London writes concerning the aerial tournament: "Of course, on the chance of winning such a large prize, your committee will set an enormous amount of entries of air vehicles of all sizes, shapes, weights, carrying capacity and lifting power. To my mind, one of the difficulties will be to arrange your trials so that a small machine, carrying only one man, will have an equal chance of winning with one carrying two or more men."

**Motive Force a Factor.**  
Then, again, the motive force will have to be taken into account. For instance, a sixteen-horse-power motor would never be able to compete as to pace with, say, a fifty-horse-power machine. During the Paris Exposition of 1889, at Vincennes Park, there were many races of ordinary gas balloons in which the large balloons were handicapped with the smaller ones in a very satisfactory manner by means of having to carry sealed bags of ballast which was not to be used.

"I presume that the prize would be allotted to the most successful competitor over a series of trials of reaching a place designated beforehand and returning in the shortest time; running before the wind and against it, going to a place and descending to earth, ascending again and then going in another direction, and so on."

Herr Victor Silberer, president of the Vi-



Why look old? Why allow your gray hair to add 20 years to your age?  
Ayer's Hair Vigor always restores color to gray hair, all the dark, rich color of youth.

J. C. AYER CO., Lowell, Mass.

## RAILROAD NEWS FROM ALL POINTS.

Frisco Takes Quarters in the Commercial Building—Passenger Associations May Merge.

This week the Frisco will remove its last office in the Century building to the new headquarters in the Commercial building, where it will occupy 20,000 square feet of floor space, which is cut up and arranged to suit every requirement of modern railroad.

Every department is separated, but all are connected in such a perfect manner that the president can ring for a paper on a floor below or above him and have it in his hands a minute later. In this location the Frisco has what it has sought for months—enough room to properly care for its big business with dispatch.

It is announced now that, as soon as everything is settled and the employees become acquainted with the change sufficiently, the change will be made in time caused by moving, the clock closing hour will be observed to the minute on Saturday.

Decorations for the officials' offices will be elaborate. The walls will be papered and painted, and hung with pictures from "scenes along the line" to locomotives and Pullman palace cars, relieved by oil paintings of the leading railroad men of the world from the time of the De Witt Clinton to J. J. Hill and Morgan. A great deal of new furniture will replace the old.

L. & N. WINS A SUIT.

Gets Judgment for \$232,531 Against Louisville Bridge Company.

Louisville, Ky., Feb. 23.—Judge Sterling T. Toney of the Circuit Court today gave judgment for \$232,531 in favor of the Louisville and Nashville Railroad against the Louisville Bridge Company and the Pittsburg, Chicago, Cincinnati and St. Louis route, on account of the loss of use of certain papers, the Louisville and Nashville road loses over \$200,000.

The suit arose from a contract made in 1872 between the Louisville and Nashville, the Jeffersonville, Madison and Indianapolis and the Ohio and Mississippi roads with the bridge company, in which it was agreed that the roads using the bridge should apportion the tolls the surplus above a certain amount to be redistributed among the three roads.

A new contract was made in 1881, whereby the Pittsburg, Chicago, Cincinnati and St. Louis road, the Louisville and Nashville, Madison and Indianapolis road, the Ohio and Mississippi, the Louisville, Jeffersonville and St. Louis road, the New Albany and Chicago roads were admitted to the use of the bridge on the terms of the contract of 1872.

The Louisville and Nashville claimed that it was kept in ignorance of this contract, and the administration of the road was changed, the contract of 1872 was overlooked. Later the Louisville and Nashville demanded its share of the surplus from 1881 to 1882.

Judge Toney referred this matter to a commission, who reported the road was entitled to \$200,000. Judge Toney, however, declined to allow for the years from 1881 to 1888, by reason of the loss of the waybills, receipts, etc., necessary to establish the indebtedness.

ASSOCIATIONS MAY CONSOLIDATE.

Western Memberships May Form Bureau for Principal Cities.

It is stated that plans are being formed for the consolidation of the Transcontinental and other passenger associations, but passenger men in St. Louis say that such a proposition would be absurd for many reasons. However, it is known that such a proposition would be welcomed by the largest railroad bureau at St. Louis, Kansas City, Denver, San Francisco, Chicago and New Orleans. Strong opposition is being made by the smaller roads.

The argument is advanced that this would be an opportunity time for association with the West to consolidate on account of a rumored "practical disruption" of one of the organizations. There is no authority for the disruption rumor, if the statements of passenger men in St. Louis are accepted. They say that these rumors have come out of the withdrawal of the Katy from the Southwest. Passenger men here say it is stated that the bureau will not see its way clear to let the Katy out, and that whatever the disruption is, it will be settled with satisfaction to that road.

Chairman Charlton of the Transcontinental is expected in St. Louis today.

STOLTZ SUCCEEDS EWING.

Change on the Chicago, Peoria and St. Louis-Alton Depot.

J. K. Ewing has resigned as contracting freight agent of the Chicago, Peoria and St. Louis Railway. He will be succeeded by George Stoltz.

The Chicago, Peoria and St. Louis Railway will begin work on its new passenger station at Alton, Ill., in the near future. The new structure will be on the site of the old passenger station, which is one of the most artistic and complete depots on the road.

This road will run a low-rate excursion to St. Louis, which will be \$1.75 for the round trip.

WABASH DIRECTOR DIES.

Captain Francis Pavy Expired at His Country Place in England.

New York, Feb. 23.—Captain Francis Pavy, chairman of the Railway Share Trust and Agency Company (limited), and the Railway Directors and General Travel Company (limited), died at his country place in England last Friday.

He was a director of the Wabash Railroad and was widely connected with the different roads in the United States, and was also the representative of the Westinghouse Electric Company in England.

RAILROAD NOTES.

Appointments—Construction—Earnings—Personals—Specials.

The appointment of Edward L. Brown as general superintendent of the Montana Central, with headquarters in Great Falls, was officially announced by circular yesterday. Since the absorption of the St. Paul by the Great Northern Pacific, Mr. Brown has been superintendent for the latter company at the head of the lakes. He succeeded George F. Ross, who goes to the Missouri Pacific.

Work is actively in progress on the survey of the Mississippi river, which proposes to split the territory between the Missouri and Ohio and the Illinois Central roads for a greater number of miles through Mississippi. One of the active promoters of the enterprise is Chester H. Pond of New York, a capitalist, who has established a number of industrial enterprises in Mississippi. The survey will be completed within the next two or three months.

It is rumored that the Southern Railway has made a deal for the Monon route, by which three shares of Monon stock will be given for one share of Southern. The statement is made that the Southern wants a line into Chicago from Louisville.

Though denied by General Manager Russell Harding of the Missouri Pacific, in real estate circles it is stated that the new building to be erected on the site of the old Masonic Temple at the northwest corner of Seventh and Market streets will be occupied by the offices of the Missouri Pacific and its leased and operated lines having offices in St. Louis. The building probably will be called the Missouri Pacific building, if the road takes it.

R. A. Forester, district superintendent of the Pullman company at Cleveland, March 1 will come to St. Louis to represent the company in similar capacity. J. R. Klier, traveling freight agent of the Lackawanna, March 1 will become division freight agent in similar capacity. W. D. Conditon as superintendent of the Minnesota and Dakota Division of the Chicago and Northwestern.

Western roads have secured contracts to move 500 carloads of tobacco in the last of March and other Southern States via Chicago and St. Paul to Japan and China, where the weed will be made into cigars and cigarettes.

The Southwestern Passenger Bureau announces a rate of one and one-third fare for the round trip from points in Missouri and Indian and Oklahoma Territories, account of the annual conference of the Methodist Episcopal Church, Louisiana, Mo., March 20 to 23. Also rate of one fare for the round trip for the annual encampment of the G. G. R. Department of Missouri, at Cape Girardeau, Mo., May 13 and 14.

The Missouri, Kansas and Texas yesterday moved a special train of soldiers on their way from Cuba to Fort Riley, taking them from the Mobile and Ohio at St. Louis.

Passenger Agent Garland of the Wabash at Kansas City, Mo., in St. Louis yesterday.

John N. Stroud, traveling passenger agent of the Wabash, St. Louis with headquarters at Kansas City, was in

St. Louis yesterday. He was accompanied by Mr. Stroud, assistant general passenger agent, with headquarters at Denver. Mr. Stroud has represented the Pike's Peak route more than a year, and has become one of the most popular railroad men in the West. For a year he was leader of the Union League Orchestra at Kansas City and of the Oran Club Quartet.

Mr. Stroud, general agent of the passenger department of the Burlington, Cedar Rapids and Northern Railway, with headquarters at Cedar Rapids, was in St. Louis yesterday.

Wabash earnings for the third week in February were \$32,221, an increase of \$3,221. For the fiscal year the earnings are \$2,622,912, an increase of \$1,931,117.

The Vandana had 200 soldiers and officers from Columbus to St. Louis Sunday for San Francisco, where they will be shipped to the Philippines.

CHINESE OFFICIALS SAVE HEADS AND GET FAT JOBS.

Reformers Declare That Promises of Punishment Have Been Broken by Government.

Pekin, Feb. 23.—The news from Japanese sources that Russia is trying to obtain a port in Korea has been received with a great deal of interest, but skeptically, because, it is true, it might test the efficacy of the Anglo-Japanese alliance as a barrier to Russian expansion.

Favorable effects of the alliance, in giving confidence and stability to business ventures in Northern China, are already noticeable.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

The court continues to manifest a friendly disposition towards foreigners and foreign enterprises. One of the practical effects of the alliance is the fact that the court is inclined to establish stations at the Chinese side of the Tien-Tsin-Pao-Ting-Fu-Railroad to establish stations at the Chinese side.

Still the Chinese reformers declare their disbelief in the permanency of the reforms. They insist that the government is not sincere in its promises, and that the reforms are only a temporary expedient to save the empire from collapse.

# Royal Bengals

15¢ for 10

If you smoke little cigars, take one of yours out of your pocket and lay it on one of these to compare the size. ROYAL BENGALS are the biggest "little cigars" ever made—more tobacco, more smoke, more satisfaction for the same money—than yours.

They do not cost any more than the smaller kinds and they are made of better tobacco than any other little cigar that you can buy for the same price—15 cents for ten.

Remember The Biggest Little Cigar

## MAN FOUND DYING WITH GAS JET OPEN.

Fred Bradley Was Not Discovered Until Twelve Hours After Retiring.



F. W. BRADLEY, Resident of Russellville, Ark., who was nearly asphyxiated in the Bryson Hotel, No. 174 Locust street.

Fred W. Bradley, 35 years old, of Russellville, Ark., was taken from a room in the Bryson Hotel, No. 174 Locust street, yesterday in an unconscious condition, due to the inhaling of gas. The gas burner had been left open and the escaping gas had nearly asphyxiated him. He was taken to the City Hospital in a serious condition. Bradley came to St. Louis Saturday.

## TEACHERS GET CERTIFICATES.

Out of 171 Applicants Only 47 Passed Examination.

REPUBLIC SPECIAL.  
Jefferson City, Mo., Feb. 23.—At the examinations held in Jefferson City and Kansas City during the Christmas holidays, which there were 171 applications for teachers' certificates, forty-seven were successful, and were granted certificates today, as follows:  
For Life—E. G. Alexander, Gainesville; Miss Addie Beatty, Caliche; Miss Eliza Booth, Booneville; Miss Emma Bowers, Sedalia; E. B. Caution, Columbia; Miss Alice Chick, Shelbyville; Colby Cowherd, Sprague; W. C. Foster, Eldorado Springs; L. Gray, Stanberry; Miss Lizzie Hammond, Holden; George L. Hess, Hume; A. C. McBride, Sedalia; Miss Lillian Neeshy, Sedalia; Bethany; J. F. Ored, DeKalb; Miss Jett Satterwhite, Sedalia; S. A. Smith, St. Joseph; Miss Beatrice Thomas, Albany; C. G. Williams, Moberly; F. F. Wright, Lamonia.  
For five years—B. S. Abert, Elceisor Springs; E. B. Beyerly, Guthrie; Miss Dorothy M. Buren, Janningsport; C. H. Burton, Appleton City; Miss Anna Carl, Hannibal; Miss E. C. Cheneau, Neosho; Miss Ermine Crockett, La Plata; R. J. Cunningham, Arthur, La Plata; H. A. Doug, Gallatin; E. B. Haworth, Kearney; Miss Nellie B. McArthur, Carthage; Miss Salie McHenry, Cassia; S. C. Allen, Shelbyville; Miss Alice Paine, Louisiana; Perry, Jameson; T. E. Reese, Hickman; Miss Mary Henry, Lexington; Vernon Ramsey, Mayaville; Miss Sadie San-

## Have You Advertised

IN THE REPUBLIC FOR A SERVANT?

YOU ARE ALWAYS SURE OF REGULAR WHEN YOU USE THE

"Help Wanted" Columns.

All druggists take ads for The Republic.

9 HOURS TO CINCINNATI VIA B. & O. S. W.

Tickets Office: Commercial Building, 6th and Olive, and Union Station.

CHARGED WITH PICKING POCKETS—George Cahill and Mathew McElahan yesterday afternoon on the charge of attempting to pick the pocket of Miss Susan Thonhill of No. 2855 Folson avenue, while she was standing in front of a dry goods store at Broadway and Washington avenue.

## Men of Affairs

One may call the sea and visit every land and everywhere will find, that men of affairs, who are well informed, have neither the time nor the inclination, whether on pleasure bent or business, to use those medicines which cause excessive purgation and then leave the internal organs in a constipated condition. Syrup of Figs is not built on those lines. It acts naturally, acts effectively, cleanses, sweetens and strengthens the internal organs and leaves them in a healthy condition.

If in need of a laxative remedy the most excellent is Syrup of Figs, but when anything more than a laxative is required the safe and scientific plan is to consult a competent physician and not to resort to those medicines which claim to cure all manner of diseases.

The California Fig Syrup Co. was the first to manufacture a laxative remedy which would give satisfaction to all; a laxative which physicians could sanction and one friend recommend to another; so that today its sales probably exceed all other laxatives combined. In some places considerable quantities of old-time cathartics and modern imitations are still sold, but with the general diffusion of knowledge, as to the best medicinal agents, Syrup of Figs has come into general use with the well-informed, because it is a remedy of known value and ever beneficial action.

The quality of Syrup of Figs is due not only to the excellent combination of the laxative and carminative principles of plants, known to act most beneficially on the system, with agreeable and refreshing aromatic liquids, but also to the original method of manufacture. In order to get the genuine and its beneficial effects one should always note the full name of the Company—California Fig Syrup Co.—printed on the front of every package.